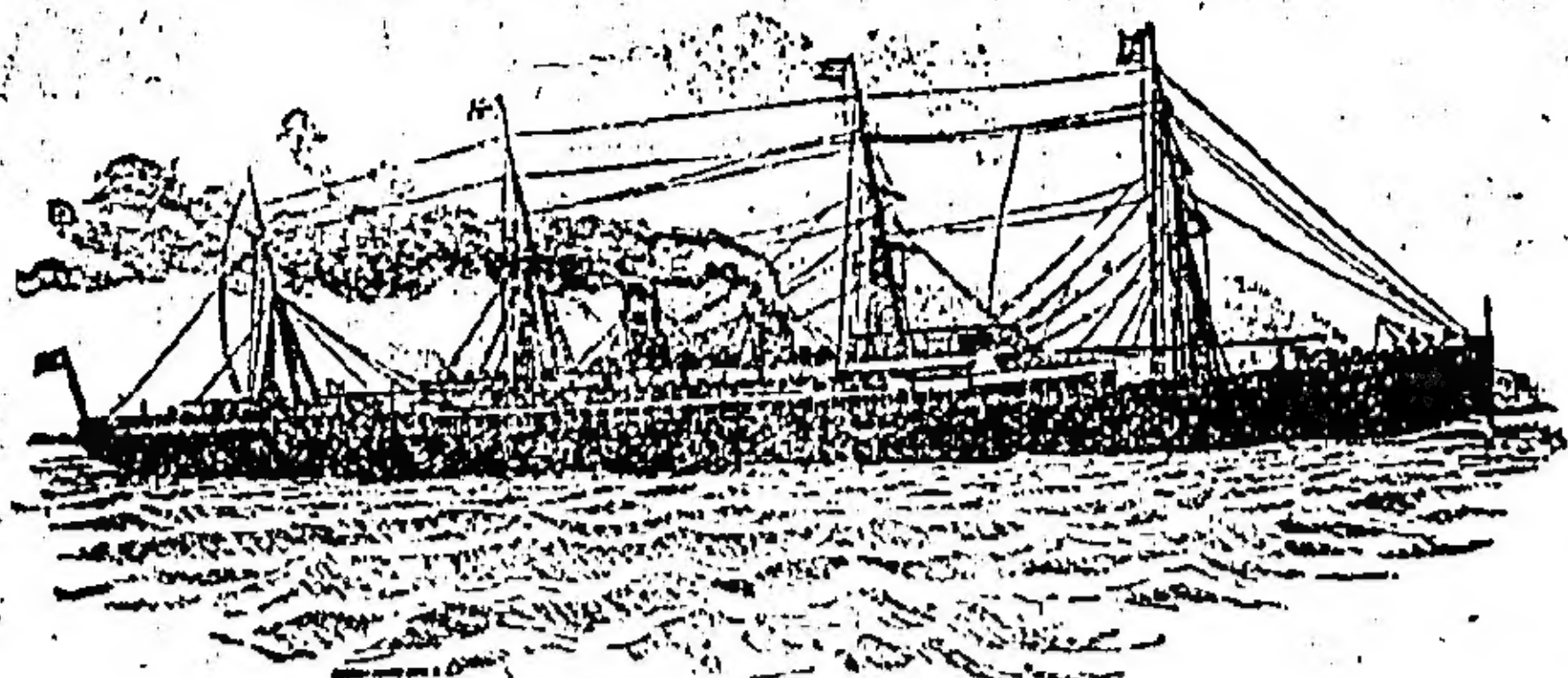


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

SHIP	DATE	TIME
"GAELIC"	TUESDAY, 20th October, at Noon.	
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.	
"OHIO"	FRIDAY, 6th November, at Noon.	
"DORIO"	SATURDAY, 14th November, at Noon.	
"NIPPON MARU"	TUESDAY, 24th November, at Noon.	
"SIBERIA"	WEDNESDAY, 2nd December, at Noon.	
"COPTIC"	WEDNESDAY, 6th December, at Noon.	
"AMERICA MARU"	FRIDAY, 18th December, at Noon.	
"KOREA"	SATURDAY, 26th December, at Noon.	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 13th October, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S.	SHIP	TONS	DATE	TIME
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 21st October.		
"ATHENIAN"	3,882	WEDNESDAY, 4th November.		
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 18th November.		
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 16th December.		
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 13th January, 1904.		
"ATHENIAN"	3,882	WEDNESDAY, 27th January.		
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 10th February.		
"TARTAR"	4,425	WEDNESDAY, 24th February.		
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 9th March.		
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 30th March.		
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 20th April.		
"ATHENIAN"	3,882	WEDNESDAY, 27th April.		
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th May.		

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide-Books, Rates of Passage, &c., apply to

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE and HAMBURG.	20th October.
Saxonia	(Calling at SINGAPORE and COLOMBO).	Freight.
Saxonia	HAVRE and HAMBURG.	3rd Nov.
Bremer	(Calling at SINGAPORE and PENANG).	Freight.
CANADIA	ANTWERP and HAMBURG.	16th Nov.
Wagner	(Calling at SINGAPORE).	Freight and Passengers.
MARBURG	HAVRE, BREMEN and HAMBURG.	20th Nov.
SUEVIA	(Calling at SINGAPORE and COLOMBO).	Freight.
Borck	HAVRE and HAMBURG.	1st Dec.
ARAGONIA	(Calling at SINGAPORE and PENANG).	Freight.
NURNBERG	HAVRE and HAMBURG.	15th Dec.
Jaburg	(Calling at SINGAPORE and COLOMBO).	Freight.
	HAVRE and HAMBURG.	29th Dec.
	(Calling at SINGAPORE and PENANG).	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th October, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 tons, Captain H. D. Jones.
"POWAN" 2,338 " " G. F. Morrison, R.N.R.
"FATSIN" 2,400 " " A. A. Dixon.
"HANKOW" 3,073 " " C. V. Lloyd.
"KINSHAW" 2,852 " " J. J. Lussius.
Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. Sunday
Do. from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas.
"SAINAM" 588 " " B. Branch.
"TAK HING" 618 " " T. A. Webster.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
1357e

Hongkong, 30th September, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 102 HOUSE STREET,
Between Queen's Road and Des Vaux Road.
AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE MUTUAL STORES,
GENERAL STOREKEEPERS,
WINE AND SPIRIT MERCHANTS,

25, Des Vœux Road Central, Hongkong,
and
Shakee Street, Canton.

SOLE AGENTS FOR

"KIRIN" LAGER BEER.
PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of
HEINZ FAMOUS PICKLES & PRESERVES.
FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.
CONNAUGHT HOUSE.

954c]

Installations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,
KOWLOON.

FRANK F. JEWELL,
Manager.

J. W. OSBORNE,
Proprietor.

THEATRE ROYAL.

CITY HALL.

THURSDAY, THE 22ND OCTOBER.

BOXING

CONTEST

R. JONES, OF H.M.S. "AMPHITRITE,"

versus

S. NEWMAN.

15-ROUND AND 8-ROUND.

PRELIMINARY.

Doors open 8 P.M. Commence 9 P.M.

PRICES:

STAGE... ..\$5.

\$3, \$2, and \$1.

J. CHRISTIE,
Promoter.

Hongkong, 17th October, 1903. [1262c]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the OFFICES of
the Undersigned at 12 o'clock (NOON), on
THURSDAY, the 22nd OCTOBER.
The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
October, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office,
Limited.
Hongkong, 26th September, 1903. [1173c]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING
OF HUMPHREYS ESTATE AND FINANCE CO.,
LIMITED, will be held at the COMPANY'S
OFFICES, Nos. 38 and 40, Queen's Road Central,
Victoria, Hongkong, on SATURDAY, the
31st day of October, 1903, at NOON, when the
SUBJOINED RESOLUTIONS will be pro-
posed, viz:—

1. That the Capital of the Company
be increased from \$1,000,000 (divided
into 100,000 shares of \$10 each) to
\$1,500,000 (divided into 150,000 shares
of \$10 each) by the creation of 50,000
new shares of \$10 each to be offered and
if accepted to be allotted to the present
shareholders of the Company at par in
the ratio and proportion of one new
share for every two old shares in the
Company held by the respective share-
holders thereof, the amount payable on
each of such new shares respectively to
be paid at such time or times and in such
manner as the Company by its General
Managers may hereafter determine.

2. That Article No. 23 of the Articles
of Association of the Company be can-
celled and the following Article sub-
stituted therefor:

"The remuneration of the General
Managers shall be \$4,000 per annum
(which shall cover office rent, but
not salaries of Secretary and other
employees) and a commission of 5
per cent. of the net profits of the
Company for each year, that such
profits amount to 7 per cent. of the
Capital of the Company.

Should the above Resolutions be duly passed
they will be submitted for confirmation as
SPECIAL RESOLUTIONS to a SECOND
EXTRAORDINARY GENERAL MEET-
ING which will be subsequently convened.
Dated this 24th day of July, 1903.
JOHN D. HUMPHREYS & SON,
General Managers.

WANTED AT ONCE

AN EXPERT TYPEWRITER—Good
Salary to an Efficient Worker.
Apply to—
JOHNSON, STOKES & MASTER,
6, Des Vœux Road Central, Hongkong.
Hongkong, 14th October, 1903. [1262c]

DEUTSCHE WEINGESellschaft
DUHR & CO., COELN.

STOCK ON HAND OF
AHRLEICHART, a red Ahr Wine at \$18.50
GRAACHER, Moselle at \$16.50
LAUBENHEIMER, Hock at \$15.00
All per Case of 24 Quarts.
Price Reductions for Larger Orders.
GROSSMANN & CO.
Hongkong, 16th October, 1903. [1259c]

MADAM FLINT & CO.

IMPORTERS OF FRENCH
MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED
during the Summer Months.

PRICES MODERATE

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 1st October, 1903. [1202c]

REEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 50 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. [119c]

Kabuto
Sheer

PURE
DELICIOUS
REFRESHING

may now be had in Cases of
4 Doz. Quarts at \$16.00.

MAGWEN, FRICKEL & CO.,
3, DUDELL STREET.

1st September, 1903. [650c]

XMAS GREETINGS IN ADVANCE

I HAVE just unpacked a Parcel of CHRIST-
MAS and NEW-YEAR CARDS of
Various Designs and Descriptions to suit the
Taste of Young and Old.

A suitable opportunity for those who want
to send Greetings to their relatives and friends
abroad.

Prices very moderate and as usual
10% Discount for Cash.

H. RUTTONJEE,
No. 5, D'Almeida Street,
and
46 and 48, Elgin Road, Kowloon.


Hongkong, 12th October, 1903. [146c]

LEVY HERMANO'S
DIAMOND, JEWELLERS, AND WATCHMAKERS.

EASTMAN
KODAK and FILM
Sole Agents for "KODAK" CAMERAS,
"OMEGA" and "OMEGA" WATCHES,
and all kinds of JEWELLERY and
WATCHES.
Queen's Road,
Hongkong.

199-112

SEN KAISHA.
TEAMSHIP COMPANY.)




HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.
YOKOHAMA, and SEATTLE, HONGHAI, MOJI, KOBE	TUESDAY, 20th Oct., 4 P.M.
YOKOHAMA	FRIDAY, 23rd Oct., Daylight
KARACHI	MONDAY, 25th Oct., 4 P.M.
YOKOHAMA	FRIDAY, 30th Oct., Noon
LONDON & ANT- WERP, PENANG, PORT SAID, and SEATTLE, HONGHAI, MOJI,	SATURDAY, 31st Oct., Daylight
YOKOHAMA	MONDAY, 2nd Nov., 4 P.M.

Principal Cities in the United States, Canada,
NORTHERN RAILWAY and Atlantic Steamers
on Moji and Kobe, 1st and 2nd Class Through
the Sanyo Railway,
Passage, Sailings, &c., apply at the Company
Floor, Chater Road.

T. S. TAKAYANAGI
Acting Manager.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for BATAVIA
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)
THE Steamship

"COROMANDEL."
Captain G. M. Montford, carrying His Majesty's Mails, will be despatched from this Office **on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the following Ports:**
Silk and Valuable, all Cargo for France, and Tea for London (under agreement) will be transhipped at Calcutta; and all other Cargo for London, &c., will be received via Bombay.
Barcels will be received at this Office until 4 o'clock the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th October, 1905. [4

Notice of Firm.

IKEJIRI-COAL.

THE PUBLIC are hereby notified that the

Undersigned are the **SOLE AGENTS**
for the above mentioned Coal in this Colony.
MIDZUSHIMA & CO.
Hongkong, 8th October, 1903. [1238e]

To be Let.

TO LET.
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD BELL BUILDINGS. No. 142

WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive of
Taxes.

S. A. BETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 12th-September, 1903. [1916]

TO LET.

HOUSES in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.
GODOWNS at BOWINGTON, Fraya East.
No. 1, RIPON TERRACE in Flats.
Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1953. [2099]

TO LET.

OFFICES

OFFICES now in course of erection on
CONNAUGHT ROAD (New Praya) be-
tween Blake Pier and Queen's Buildings.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**

GODOWN TO LET.
NO. 155, PRAYA EAST, Spacious Two-
storied Godown. Suitable for Yarn

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th July, 1991. [392]

TO LET
TWO SPACIOUS GODOWNS
and 65 PRAYS EAST
Apply to—
H. W. TAYLOR

SECRET

Intimations.

WATSON'S
TOILET PREPARATIONS.WATSON'S GLYCERINE AND
CARBOLIC SOAPS

Effect a saving of 50% owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

WATSON'S TAI-
YUEK FONG
HAIR WASH-

Prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S
ORIENTAL
DENTIFRICE

In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1847.

TELEPHONE NO. 34.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

TEMPORARY STORE:

1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728d]

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. CODE, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 2320.

Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer

made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 17, 1903.

AS OTHERS SEE US.

Recent statistics in shipping have proved that Hongkong, so far as the entry and exit of registered tonnage is concerned, is the second seaport in the world, and we have already expressed in these columns our satisfaction at this welcome news. But to the man in the street, the man at the club, who is a fixed resident in the colony, and who has made this city his home because his personal interests and future prospects are closely associated with it, Hongkong is not only the leading transit harbour of the globe, but it is also the most interesting city in the universe. In his mind's eye the strategic value of the colony, its commercial standing, wealth, importance and even its superficial area bulk big in that formidable combination of continents and races—the British Empire. Every question, great or small, interesting its internal administration, trade or extension, looms up with a magnitude of aspect that may seem exaggerated to the passing tourist, the new arrival and the educated portion of the public at home, who, thanks to a cheap and well-informed press, are in daily touch with the latest news from the furthest corners of our vast territorial possessions, and who consequently possess a mental vista of magnificent ensemble of our Empire, without possessing a real knowledge of the relative importance of any individual territory or port in the same. Even as it seems to the visitor, who surveys the splendid panorama of the city of Paris, as seen from the Eiffel Tower, or the thousands of monumental buildings without the general aspect of that city being materially changed thereby; indeed, in those buildings themselves the beauty of the whole oftentimes blinds the observer to the delicate details of their construction. Therefore it is that there are many at home who are tempted to scoff at the seemingly naive enthusiasm, and smile at the exuberant pride expressed by the British residents of Greater Britain; for this worthy sentiment of confidence in the present and future of the land of their adoption is common to all colonists, no matter what corner of the Empire they may hail, and in it lies our real strength as a race that spreads its influence and commerce all over the earth's surface, since each of us considers that the progress and reputation of the colony, we have elected to become an inhabitant of, is a matter of personal pride and responsibility. If, therefore, we consider ourselves justified in thinking that our city is second to none among the many jewels in the crown of our Colonial Empire, it is all the more interesting to note, when the occasion presents itself, the opinions possessed by a prominent Englishman with regard to the importance of our Far Eastern port. Such an occasion did present itself when, two months ago in London, our representative was introduced, within the traditional precincts of the smoking-room at the Reform Club, to one of our most honoured veterans of political journalism in the Kingdom. The meeting was a purely fortuitous one and the mention of the name of Sir John Robinson, coupled with the usual preliminary banalities of introduction, brought back youthful souvenirs of a great London journal in its palmy days, and conjured up memories of such men as Forbes and O'Donovan and the galaxy of brilliant thinkers who were contributors to the pages of *The Daily News* when that paper was in its glory. A few minutes later he was asking question after question, relative to the present bent of popular opinion in this colony and the future hopes and ambitions of its inhabitants. The subtle brain of our interrogator summed up the situation with a rapidity that was astonishing and the longed-for opinion was given short, sharp and to the point; and can be summed up as follows: "Undoubtedly, enterprise in your colony has been admirable, and the progress made, thanks to private initiative, astonishing. A splendid example of British perseverance."

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You are a Crown Colony, a strategic outpost, and that point throws the commercial importance of your island into the background. Then, in consequence of some remarks from our representative, "You have political aspirations out there, desires for self-government so far as the control of your internal expenditure is concerned, and a Press that would support these opinions. This is indeed interesting; a revelation! And I wish you luck in the realisation of your hopes." Yes, Hongkong is a Crown Colony; it is also a strategic outpost, and above all it is very, very far away from London; and our political aspirations are like the storm in the proverbial tea-cup when compared to the weighty questions that are on the knees of the gods at home. Nevertheless, we will go on hoping and retain our pride in the thought that Hongkong is the jewel in the crown of the British Empire; or, in the retention of that opinion rests the certainty of our future triumph.

LOCAL AND GENERAL.

It is reported from Amsterdam that a storm has wrecked twenty vessels in the north sea.

LANCE-SERGEANT Robertson, of the Police, has been appointed an Inspector of Natives at Stanley.

It is reported that Mr. Henry Labouchere's daughter will marry the son of the Marquis di Rudini.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—*Advt.*

A SAN FRANCISCO wire of 6th inst. reports that the *Nippon Maru* having a case of plague aboard has been quarantined at Honolulu.

THE promenade concert arranged in connection with the Ladies' Benevolent Society will be held on the Volunteer parade ground this evening.

UNDER instructions from H. M.'s Government, H. E. the Governor has been pleased to recognize Mr. J. J. Leiria as Vice-Consul for Portugal at Hongkong.

A THIEF broke through the ceiling of an office in the cavalry barracks at Lemburg, Galicia, and stole the plans for the mobilization of the Austrian Army.

CLERQUE'S Consolidated Lake Superior, a company with a capital of 40,000,000 dollars (\$8,000,000) has suspended. In consequence, 3,500 workmen are idle.

THE formation of the Fifth and Sixth Army Corps, with headquarters at York and Egan, respectively, are at their full strength.

H. E. the Governor has appointed Mr. A. Seih, Deputy Registrar and Appraiser, to act as Registrar of the Supreme Court with effect on and from the 15th inst., and until further notice.

THE Messageries Maritimes str. *Polynésie*, which went ashore in the outer harbour of Marseilles on 21st ult. during a gale, has been refloated. The steamer is damaged, reports a wire.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinances relating to the marriage of British subjects in foreign countries, and to authorise and regulate the establishment and use of installations for the purpose of wireless telegraphy.

THE annual session of H. M.'s Justices of the Peace will be held in the Justices' Room, at the Magistracy, on Tuesday, the 17th prox., at 2.30 p.m., for the purpose of considering applications for publican's and adjunct licences for the years 1903-1904, under Ordinance No. 24 of 1898.

THE *Spectator* directs attention to the proposals of the late Mr. "Tom" Hughes that every portion of the Empire should be free to propose whatever tariff was needful for revenue, with an agreed discount of, say, 10 per cent. upon all goods manufactured or procured within the Empire.

We are still doing business at 31, Des Vaux Road, LeMunyon.—*Advt.*

THE Birmingham Tariff Reform League has printed 20,000,000 copies of Mr. Balfour's pamphlet, and has circulated 16,000,000. The league employs fifty hands daily in packing the pamphlets. The league has also arranged for two speakers to advocate the policy of preferential trade. There has been an enormous sale of the fiscal Blue Book.

GUN practice will take place from the following forts at moving targets, as follows:—Stonecutters' south shore, 27th inst., in a south-westerly direction; Stonecutters' west, 30th inst., in a westerly direction, and Lyemun (Ak-si-wan), 4th prox., in a south-easterly direction, clear of Futau Chau. Practice will commence at about 8 a.m. daily, and end at about 10 a.m. daily if the range is clear.

THE *Manila Times* states that the Russian Government has received an ultimatum from Japan insisting on the evacuation of Manchuria; that war may be expected at any moment and preparations for the conflict are going on apace. Our contemporary also declares that France and England are for a peaceful solution and will most probably make every effort to secure a friendly understanding between the conflicting powers.

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TELEGRAM has been received at Shanghai announcing that Princess Albert of Belgium has given birth to a Prince on the 11th inst.

If you want first class developing and printing go to LeMunyon. Also, strictly fresh film.—*Advt.*

A CABLE from Washington announces that the U. S. transport *Thomas* must call at Honolulu, and supplementary orders have been issued to that effect.

A FATAL (Chinese) case of plague is notified as having been reported from the Italian Convent, Capin Road, during the twenty-four hours ended at noon to-day.

FOR making fast to the s.s. *Gleadow* while underway within the waters of the Colony early this morning, a boatman had to pay \$10 or undergo fourteen days' imprisonment.

THE church of the Church Missionary Society, situate at Yau-mai, on Kowloon Inland Lot No. 1,085, has been added to the list of places licensed for the solemnization of marriages.

THE Executive Bureau in Manila has been informed that William Joseph Kenny has been recognized by the Department of State at Washington as the British Consul at that port.

CHUNG KAN, a cattle dealer, trading between San Wai and the Colony, appeared before Mr. Sercombe Smith at the Magistracy this morning to answer a charge of unlawfully conveying in his junk 78 head of cattle and 12 pigs in such a manner as to cause needless and avoidable suffering, at Victoria harbour, early this morning. He was fined \$25 or one month's gaol.

PUN SHEUNG, a coolie, appeared before Mr. Sercombe Smith at the Magistracy this morning to answer two charges:—(1) Unlawfully selling prepared opium, not being a dross opium, contrary to section 12 of Ordinance 21 of 1891, and (2) keeping an opium den at No. 7, Tung Shing Lane without having a licence contrary to section 3 of Ordinance 15 of 1891, last night. Mr. Sercombe Smith imposed a fine of \$50, or six weeks on each charge.

A *Straits Echo* wire of 6th inst. says that as a consequence of the slump in tin, mine owners are calling a meeting for to-morrow, instead of the 17th instant. The conference is to be held at the premises of the Perak Mining and Planting Association, Ipoh; and, as a result of the discussion on the effects of the slump on tin mine owners of Perak, it is likely that there will be a decrease in wages of coolies. If the mine-owners are unanimous in this decision, a strike will be rendered practically impossible.

THE U.S.S. *Wilmington* and *Don Juan de Austria* left Shanghai early on 15th inst. to search for a missing boat from the American ship, *Benjamin Sewall*, which was wrecked on the coast of Formosa on the 11th of October. The *Benjamin Sewall* was wrecked off Garandi Cape, and one life boat containing eleven men and one lady has failed to reach land. Survivors notified the American Consul at Amoy for the assistance of a vessel to search for the missing boat.

A NATIVE with no fixed abode or occupation had lately arrived here from the interior was arrested last night for loitering about a staircase in D'Aguilar Street, with intent to commit a felony. The celestial's absurd excuse was that he was about to proceed upstairs in order to obtain a mat to sleep in the street, and was arrested. At the Magistracy this morning Mr. Sercombe Smith said that the colony was swarming with men of defendant type, and he sentenced him to gaol for one month with hard labour.

OWING to the indignation aroused in Berlin at the case of Sergeant Breitenbach, of the Prussian Infantry, who was sentenced to imprisonment for three years and six months for brutally ill-treating his subordinates, the sentence has been revised, and increased to five years' imprisonment. Breitenbach was a non-commissioned officer of the 4th Regiment of Prussian Foot Guards, and was arrested on several charges of cruelty. A private of the regiment named Will, the son of a wealthy butcher in Thuringia, committed suicide because he had been struck by Breitenbach.

THE standing squadron of the Japanese Navy has been greatly reinforced by the vessels from the first reserve fleet, and is now composed of other battleships *Asahi*, *Hatsuse*, *Mikasa*, *Shikishima*, *Fuji*, *Yashima*, the armoured cruisers *Togai*, *Izumi*, *Yubomo*, *Asama*, *Adzuma*, *Tokitsuna*, *Kasagi*, *Chikuma*, the cruisers *Yoshino*, *Naniwa*, *Tsukachino*, *Chiyoda*, *Akikabira*, *Saiten*, the dispatch boat *Miyako*, the gunboats *Oshima*, *Utsi*, *Chokai*, and 14 destroyers, as well as about 40 torpedo boats, with a total strength of about 186,000 tons displacement. These vessels, except the *Tsukachino*, in Corea and the *Utsi*, at Shanghai, are now at Sasebo and are awaiting orders from the Minister of the Navy.

THE new Philippine currency bill became law on 10th inst. by the Commission submitted by Commissioner Ide. The bill constitutes a gold standard fund in the insular treasury to be used only for the purpose of maintaining the parity of the silver Philippine peso with the gold standard peso and organizes a currency division in the bureau of the insular treasury through which such fund will be maintained. Expenditures made therefrom and accretions made thereto. The act also provides regulations for the exchange of coin and for the issue and redemption of silver certificates. Mr. Kemmerer, the financial expert, is to be the chief of the division at an annual salary of \$35,000.

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If you want a first class photo of yourself you can get it at LeMunyon's.—*Advt.*

THIS is the end of the quarantine season for Chinese in Manila, and for the next two months (says the *Manila Times* of the 15th inst.) thousands of Chinamen who have gone to the mainland to spend a holiday will be returning by liners. Yesterday the *Kailash* brought 239 Chinese, and the *Parais* is expected Thursday or Friday, with several hundred more. She has gone from Hongkong to Amoy, where the Chinese are flocking in droves awaiting transportation back to their happy hunting grounds. The exodus of Chinese and their subsequent return under the espionage of the customs authorities, is a yearly episode.

A TOKIO wire to the *Manila Collector* announces that General Kodama has been appointed Chief Assistant of the General Staff of the Japanese Army. His appointment is popular and it is believed that it foreshadows a declaration of war on the part of Japan against Russia. No news has been published of the movement of the fleet now off Southern Corea but the public looks for the next word from the warships to be one of battle. Russia is gathering a tremendous fleet at Port Arthur, and according to reports, every available vessel of the Russian navy in the East has been ordered to rendezvous there. Each train brings additional naval and military supplies, and so great is the accumulation that there is not room in the storehouses for it. It is believed in Washington that Russia will yield nothing to Japan in Manchuria, and that Japan will accept Russia's dictum as to a divided control in Korea.

DETAILS of an alleged fraud to import Chinamen into the Philippines are printed in the *Manila Times* from which we learn that a syndicate is said to have forged certificates of previous residence in the Islands. The discovery of the plot is ascribed to a difference that the ring-leaders had over the division of the spoils one man, who had left for Hongkong, shipped a lot of Chinese to Manila under his "system," landing them successfully. When the split came in the syndicate it was discovered how that colic made its money. Secret service men were sent to the northern ports, who discovered the man who is said to have received the money deposited by certain Chinamen to be paid over on receipt of a cable message from Manila. A Chinese secret service man worked on the case, disguised as a coolie who wanted to enter the Philippines, and he gathered a great deal of valuable information. He arrived at Manila on the *Ling-sang* and by virtue of arrangements made by the "Syndicate" it is said that he had no difficulty in passing the inspectors.

ANOTHER HIGHWAY ROBBERY.

MEN ARRESTED AND CHARGED.

About half-past twelve yesterday afternoon, when two coolies, who had just arrived and contemplated leaving for Amoy last night, were walking along Connaught Road, they were accosted by four natives, who followed them for some distance and started a conversation. On reaching a desolate lane, one of them got hold of one of the coolies and used him roughly, while the others treated his friend in a similar manner. They wrestled for a time and then the men, who turned out to be robbers, ran away with the coolies' belts, value \$1 each, and \$2.40 in small coin. A native, who had witnessed the affair, blew a whistle and attracted the attention of P. S. 74, and two of the men could be seen rushing along the road. The sergeant jumped over a wall, with a 14 ft. drop, and at length came upon the two men who were being held by Chinese. At midnight, Sergeant Grant and a Chinese detective went in search of the two missing men, and directed their steps to an opium den at West Point and succeeded in effecting their arrest.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

JAPAN AND RUSSIA.

PROSPECTS OF PEACE.

(From Our Own Correspondent.)

Shanghai, 17th October, 3:55 p.m.

Negotiations between Baron Rosen, the Russian Minister, and the Japanese Government are proceeding quietly in Tokio.

It is the opinion of those in a position to judge that a peaceful issue may now be expected.

FARNHAM BOYD'S SHARES.

THE "RECENT" COLLAPSE.

The recent collapse in the shares of Messrs. S. Farnham, Boyd & Co., Ltd., to Tails 115 has been made the subject of general comment, and it is understood that inquiries have been made from your port as to the cause of so big a slump in the stock of this company.

It is believed to be due to a scare on the part of native dealers who are selling down. There are others who blame the management.

SUDDEN DEATH OF THE REV. HODGES.

The Rev. H. C. Hodges, M.A., Chaplain of Ho Trinity Cathedral, died suddenly yesterday. An inquest will be held on Monday.

(Reader's.)

King Victor Emmanuel in Paris.

LONDON, 15th October.

At a dinner at the Elysee, President Loubet and King Victor Emmanuel exchanged the most cordial toasts, the former describing the visit as a striking demonstration of the close agreement established between Italy and France. King Victor Emmanuel declared that France was right in considering the visit a natural outcome of the rapprochement happily accomplished. The Italians are much gratified at the excellent reception given to their Majesties in Paris.

(N. C. D. News.)

Macedonia.

LONDON, 12th October.

The Turks have almost concluded their military operations. At Monastir a band of insurgents numbering 93, was annihilated on the 6th inst. after a desperate fight. The band was bravely posted on a precipitous ridge and fought heroically against the Turks who dauntlessly stormed the ridge.

Ministerial Changes in Japan.

Tokyo, 12th October.

Baron Kodama succeeds General Tamura, deceased, as a vice-chief of the headquarters staff, resigning the portfolio of home affairs, which is taken by the Premier. Baron Kodama's appointment is regarded with universal satisfaction at this critical period.

A NEW LINE OF STEAMERS.

FOR MANILA.

The Manila Times states that within a month an entirely new line of steamers, partially fitted up for the passenger service between here and the Pacific coast, will begin plying between Manila and Tacoma. The ships, which have been on this run before, have not heretofore carried passengers. They are, however, well known at this port. They are the *Shawmut* and the *Tremont*.

These steamers, which are of 9,000 tons gross register, each, are remarkable for their steadiness at sea, even in the roughest weather, and particularly on the run from here to Hongkong should prove almost ideal boats. Indeed, it was this quality, one of the requisites of their former service, that made them so readily available for the passenger trade.

Each ship has been arranged to accommodate sixty first cabin passengers as well as a number of second class. All the adjuncts of cabin passage are so disposed as to yield every facility for the passenger enjoying their trip to the utmost. There is an excellent promenade deck, the steward's department of each steamer will be in the hands of the most experienced and competent man that money will procure, a chill-room for the preservation of fresh food, a butcher shop, and poultry have been put in, and what will be a positive luxury, a laundry department has been added to each ship, making it possible for passengers to get fresh linen at sea.

The *Shawmut* and *Tremont* are among the biggest craft in eastern waters. The first of the pair to arrive on her new duty will be the *Shawmut*, which will come about October 27. She will leave as soon as her freight and passengers are aboard, which will be very early in November. Her sister ship will put in an appearance at about this corresponding time the following month. The steamers will connect with the Northern Pacific Railroad for points in the east.

Special rates will be given to army and navy officers and their wives and families, members of the diplomatic service, missionaries, clergy, and their families. DeWitt and Company, of Hongkong, are the general agents of the line, and Mr. E. J. Sturges and Company, of Manila, are the agents here.

HONGKONG VOLUNTEER CORPS.

It is notified in the *Gazette* that H.E. the Governor has been pleased to accept the resignation of Capt. J. H. Underwood of his commission in the Hongkong Volunteer Corps, and as approved of the following promotions in the Corps:—Lieut. J. H. W. Armstrong to be Captain, *vice* Captain. Givoe resigned, Lieut. T. Skinner to be Captain, *vice* Captain Underwood resigned, Company Sergeant-Major J. A. T. Plummer to be Lieutenant, *vice* Lieut. Armstrong promoted, and Sergeant J. D. Danby to be Lieutenant, *vice* Lieut. Skinner promoted.

THE INTERPORT MATCH.

Shanghai papers to hand contain an account of the early part of the play during the opening day. From the *Mercury* of the 13th inst. we take the following:—

But for rather a strong breeze the weather was all that could be desired, and the ground was in good condition. The toss was won by the Hongkong team, and at 11 o'clock they commenced batting. The first to bat were Li H. W. Smith, R. A., and R. Hancock, both of whom made a good stand against the bowling of Billings and Jackson. The fielders, however, were well alert and the scoring was at first rather slow. When the score had reached 29 Hancock was bowled out by Jackson with 11 to his credit and his place taken by C. D. Turner. After an hour's play the total stood at 40. At 45 Smith was run out after having accounted for 27. J. T. Dixon next went to the wickets, but was caught, first ball, by Billings and retired with a cypher. H. Hancock next joined Turner and after a contribution of 9 was caught by Jackson. The score stood now at 66 and Li W. F. Lumsden, next went in.

At one o'clock all adjourned to tiffin which was served in the Golf Club. The score at the time totalled 99 with Turner not out at 29 and Lumsden at 21. The afternoon brought out a good number of interested spectators including a few ladies to witness the match and did much by their applause to enliven the afternoon. Resuming the game at 2 o'clock a century was soon recorded, Lumsden's score still increasing by leaps and bounds while Turner continued to give a brilliant account of himself. This proved hitherto the best combination, as the bowling of the home team appeared altogether ineffective and only afforded opportunities for increasing the score. Boundaries were frequent. At 3:30 p.m. the score had reached 200 and neither of the batsmen showed any signs of retiring. Within an hour and a quarter they had added to the score 14 runs. Loud applause greeted a century compiled by Lumsden while Turner was well within the seventies. At 4 o'clock Lumsden had contributed 123 and Turner 77, both not out, and the total score had reached 377.

THE "SMOKER."

When the members of the Shanghai Smoking Concert Club put their shoulders to the wheel they can always surpass their previous record, for such was last night's concert, given in honour of the Hongkong Team, a veritable triumph in every point of view, says the *Mercury* of 13th inst. The singing was of the highest order and the comic element was shorn of everything that even the most prudish can object. Though it started a little late in consequence of the fire, the concert finished just at midnight, although it necessitated the curtailment of the programme. Mr. H. M. Bevis acted as chairman and was supported by Mr. R. W. Mansfield G. M. C.

TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, October 5th.

Another dreadful holiday! All the banks closed and nothing doing but a cricket match, and this evening a concert. This truly is a little out of the way, as Emma Thursby, the once famous American soprano, is giving it by request, and she is still a nightingale such as does not often come our way.

No further developments have occurred so far as we can glean with regard to the Russo-Japanese position apart from the bringing southward of the 200,000 troops previously detained at Lake Baikal, and which virtually amounts to mobilization at Port Arthur. Only three more days intervene before the date on which Russia for the third or fourth time has passed her word to begin clearing out, and for the past three weeks she has been engaged with the task of pouring troops in. No indication exists here as to what is about to happen. And we are prepared for anything and everything.

Meanwhile, I learn on what seems to be good authority that the Russo-Chinese Bank is busily engaged trying to open a branch in the heart of Shansi, and contemplates six or seven other branches in the interior. The project is, of course, an absolute contravention of the Treaty in spite of the fiction of the "Chinese" name, as the bank is recognised simply as a Russian official institution, and Russia's object appears to be to command all the principal trade routes in the interior along which the export cargo comes down. There must be some object in this new development, and the object seems clearly enough to get control through the financial transactions of these routes. The move too is closely allied with the railway development which is proceeding apace, if cautiously. The necessary money will be in a very convenient way forthcoming, as long and the line from Kalgai under way.

Within a few days I shall probably have some new developments to report. Just at the moment everyone seems to be settling on some point of view, but it may be that the Russo-Japanese position is about to change.

RUSSIA AND JAPAN.

PEACE IN THE BALANCE.

Little supplementary news to that which we published in the morning came in yesterday with respect to the critical state of the relations between Japan and Russia, says the *N. C. D. News* of 13th inst. Several business firms in Shanghai wired to their representatives in the north and Japan for information, and the answers sent, so far as we are able to ascertain, were generally of an unilluminating nature. It is now certain that there was no declaration of war on Sunday at noon, and it is possible to hope that in a time of very grave danger to the continuation of peace, the balance in the scales is still against an outbreak of war.

That which constitutes THE GRAVEST DANGER TO PEACE at the present time is, of course, the nearness, which increases daily, of the armed forces of the two countries to each other. Any hour a collision may occur, and then nothing short of a miracle can prevent war. The huge army Russia has mustered in the north is in every way prepared for a conflict, and is strengthening its position with air activity and forthrightly which leaves nothing to chance. Last week we published a reliable report to the effect that all work on new buildings in the immediate vicinity of Port Arthur had been stopped, except that on fortifications and railways, and that 30,000 extra troops were shortly to be added to the garrison. Later intelligence received points to the probability that these troops are to be used for the purpose of

GUARDING STRATEGIC POSITIONS in the immediate vicinity of Port Arthur and conveying stores and ammunition. The harbour of the town is filled to its utmost anchorage capacity with ships of the Russian fleet which, and it is an ominous sign, is putting on its grey fighting dress. There is the same stir in the naval and military life of Vladivostok, and the officials, both there and at Port Arthur, appear to be taking good care that no news which would apprise the world of the actual preparations going forward shall pass out. The same care—it is again significant—is being observed in Japan to preserve secrecy as to what really is going on, and no satisfactory information is obtainable by wire from any part of the country. A traveller just down from Manchuria stated, to a representative of this paper yesterday, that Russia would use every possible means to avert a conflict until the Spring. Japanese military men, he had heard, were

PARTICULARLY ANXIOUS TO FIGHT this winter, as they believed that in another six months' time Russia would be too strongly fortified for the success of operations conducted against her on land. In connection with this statement it is interesting to remember that the Chinese, during the summer months, were most emphatic in affirming that Japan would open a campaign in the autumn, after she had gathered in her crops. The crops this year have been exceptionally good, and there can be no doubt but that the Japanese are of the opinion that now is the time to strike the first blow. On the other hand, it must not be forgotten that Russia has purchased and stored away enormous quantities of coal, flour, and ammunition, and is in a state of absolute preparedness to meet any attack made upon her by an outside foe.

IN EASTERN SEAS.

"AIRLIE'S" INTERESTING TRIP.

Notwithstanding the fact that during the past few years palatial liners have been placed on the Australia-China and Japan service, there are many hundreds of people who will remember the good ship *Airlie*, one of the history-makers of the "E" and "A" line. The *Airlie* is now in Port Jackson, having returned to Sydney a few weeks since, after a long absence in Eastern seas. Captain St. John George, the genial and popular commander, is still in charge, and had a chat with an *Evening News* reporter concerning the peregrinations of the *Airlie* since December last year.

The ship went away from Sydney on December 6, 1902, called at Queensland ports and left for Kobe the day before the races. She then went on to Kuchinozu, a coal port in Japan, south of Nagasaki. From Kuchinozu she returned to Hongkong, and subsequently proceeded to Saigon where loading methods are not at all like the conditions that prevail in Sydney, said the skipper. The rice is taken alongside the large vessels in junks or lighters, and then sent on board by hand. Before getting alongside, however, the lighters are brought down river by the tide—the current carrying them along at the rate of about 5 knots. When nearing the ship a man jumps overboard, and swims round until he makes a line fast to the ship's cable. Captain George explained that this was rather a smart operation, and a little short of wonderful how the man clears out when the line he had fastened begins to feel the strain of the lighter as it brings up. It often happens that a lighter will be sunk by running foul of a ship's cable. When an accident of this kind occurs, it means a good thing for a great many of the natives. They wait for an event of the kind, and so soon as the junk sinks any number of sampans will be soon afloat and natives diving down for the rice. Next day, all along the shore, tons of rice will be seen drying in the sun. The natives secure the rice and keep it. The *Airlie* returned to Hongkong once more, and her next voyage was made to Liolo, where Captain George was struck rather forcibly by the attitude assumed by the natives towards the foreigners. In the early days they were polite, but nowadays, he said, their demeanour has changed, and they are inclined to sneer at strangers. Englishmen are most respected, but if the native knows that a person is

English. The *Airlie* loaded there for Yokohama and at that port received orders to proceed to Chingki-ang, 212 miles up the Yangtze River, where a funny incident occurred during one night, in which a Customs official—a German—was the chief actor. It appears that the *Airlie* was moored, waiting to load and the lighters were being brought alongside, to be handy for working in the morning. Some sort of disturbance was heard, and on inquiry, the chief officer of the steamer (Mr. Martelli) discovered that the German official had seized a lighter containing rice. Under no consideration would the official give up his prize, or accept the hospitality of the *Airlie's* commander. He remained out all night, only to discover in the morning that he had seized the wrong lighter, and that the one he really wanted had already discharged her freight into a Japanese steamer, which in turn had cleared out. The steamer was next bound to Hongkong and Canton, and Captain George made a trip in a stern-wheel boat up the West River. En route, the captain said, it was curious to see the mulberry trees, where the silkworms are cultivated or raised. Passing one little village, some hundreds of children rushed to the river banks, and yelled out something which sounded like "Fangquai lu," which, being interpreted, was a warning to "foreign devils" to mind their heads. "Talk about rise and fall of tide," said Captain George while speaking of the river. "On one occasion I was informed that a man rowed from a steamer to the balcony of the club. There is a tree there, on which is marked the height of the water. The houses are built on piles, and when the river is in flood, the boats row between them." The *Airlie* went from Canton to Hankow, and loaded rice and bean cake for Swatow. While at Hankow, a visit was paid to the River Han, for the purpose of viewing the "whirl" where the waters meet—"Chow Chow Water," as it is locally called. As showing the strength of the whirl, it may be mentioned that a Glen steamer—a vessel of 5,000 tons—was seen to take three round turns without stopping. Afterwards, the whirl struck the *Airlie*, when one anchor and 120 fathoms of chain were dragged home (back to the ship). It is necessary there to sight the anchors every 24 hours, otherwise those anchors might get buried. One morning there might be 10 fathoms of water, and the next morning there might be 40 fathoms. The *Airlie* had to remove three times while there. Swatow was the next place visited, and here some trouble occurred with the Cantonese crew and the Swatow. The former have no love for the latter, and regard them as "blacklegs," asserting that the Swatow will work for low wages. A row occurred one morning, when the *Airlie's* crew turned out armed with marline-spikes and capstan bars to deal with the Swatow, because one of them had taken a small piece of rope from the *Airlie's* deck without permission. The "boss" stevedore (Swatow) replied a smack which opened his forehead. Hongkong was re-visited, and after that the *Airlie* went to Naha, and then away back to Manila but her time in the East for the present was now drawing to a close, for she was ordered from Manila to Singapore to load for Melbourne. The orders were obeyed, and on the trip to Melbourne the steamer passed through the Sunda Straits, necessarily passing the volcano Krakatoa. The volcano was smouldering. Many years ago, when the *Airlie* was on her maiden voyage to the East she carried the first news to Singapore of the Krakatoa eruption. From Singapore to Melbourne the voyage was marked by terrific gales, and the vessel was hove-to for twenty-four hours. The *Airlie* covered 30,000 miles, during which the good old ship fully maintained the reputation she won in days gone by.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Erich George & Co. write, under today's date, as follows:—

We cannot report any improvement in our market; there is practically nothing doing and most stocks are on offer. The sterling exchange for demand on London has advanced to 1s. 10½d. and the Shanghai rates at Tls. 7½ for a T/T, and Tls. 7¼ for a three days' sight Private Paper.

Shipping.—There are small buyers of Cantons and Macao at \$3½; Indos are steady at \$82, the latest Shanghai quotation is Tls. 60 buyers. Douglases have advanced to \$30 buyers, and Shells sold, and have probable further buyers, at £1.

Refineries.—China Sugars have firmed up to \$97½, at which rate shares could be placed. Docks, Wharves and Godowns.—Whampoa Docks have been offered during the week, the market closing at \$201 buyers. Farnhams are in demand at the reduced rate of Tls. 115.

Lands, Hotels and Buildings.—Land Investments can be placed at \$154; West Points have advanced to \$52½ with no shares offering; Hongkong Hotels are easier at \$149, with probable sellers at a lower rate, and Humphreys Estate are on offer at \$11.

Messrs. Benjamin, Kelly and Potts report on 16th inst., as follows:—The local market has continued extremely dull during the past week but rates generally have been fairly well maintained. In Shanghai, Farnhams have experienced rather a severe drop and Langkats also show a decline while Hongkong Wharfs, on the other hand, have considerably improved on the previous quotation.

Banks.—Hongkong and Shanghai Banks have changed hands during the week at \$63½. The latest London quotation is £66. Nationals have advanced to \$29, and are inquired for at the rate.

Marine Insurances.—Unions have been negotiated and more shares are asked for at \$49½. China Traders are wanted at \$50. North China are quoted at Tls. 51½, and the local

dividend of £1 paid in Shanghai on the 14th inst. Cantons can be placed at \$190.

Fire Insurances.—Hongkong Fires have again buyers at \$20. China Fires have been done at \$89 and are now in demand at \$90.

Shipping.—Hongkong, Canton and Macao Steamboats have changed hands at and are still wanted \$3½. Indo-Chinas have ruled very quiet but steady at \$82. Douglas Steamships have been bought and are in further request at \$30. China and Manila and Star Ferries continue without business at the previous week's quotations.

Refineries.—We have heard of no business and there is no change in rates.

Mining.—Punjoms are quiet at \$1½. Raubs are out of favour and can be procured at \$81. Private advices from the South state that the result of four weeks' crushing is 710 ounces smelted gold from 2,850 tons of stone. The Chinese Engineering and Mining Company has declared a dividend of 5 per cent.—one shilling per share. Sales are reported at Tls. 64.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further declined to \$201. Farnhams have considerably weakened and have been sold at Tls. 125, 124, 120 and 115 closing with buyers at the last mentioned price. Business in Kowloon Wharfs has been transacted at \$88 at which rate there are further inquiries. Hongkong Wharfs have further risen and sales at Tls. 235 have been effected.

Lands, Hotels and Buildings.—Hongkong Lands have improved to \$154, while Shanghai Lands are easier with sellers at Tls. 105. West Points can be placed at \$52½. Hongkong Hotels have been booked at \$50, but close easier at \$149. Humphreys Estate can be had at \$11, and China Providents are quoted at \$91. Cotton Mills.—Ewos have strengthened and are in request at Tls. 32½. Other stocks in this section are unaltered.

Cigar Companies.—Sumatras are still obtainable at Tls. 51.

Miscellaneous.—Green Island Cements have been dealt in at \$22½, and close with further buyers. A. S. Watsons have changed hands at \$14½. Electrics are quiet at \$12½ (old) and \$6½ (new). Langkats have been disposed of at Tls. 267½.

FREIGHTS.

To four settlements only have charters been reduced in the course of this week. They are German and Norwegian steamer of 1,103 and 624 tons, respectively, to load, Hongkong to Hongkong, at \$1.30 and \$1.20 per ton. To load dry sugar, 1 port N.C. Java to Hongkong, one German vessel (939 tons) has been booked at 17½ cents per picul. An Austrian steamer of 618 tons' capacity has been chartered to load, Manila to Marseilles, at £1,000 in full.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. & Co. report, published on 16th October:—

The situation is as yet unrelieved by any silver bullion imports and our market is hard pressed to finance immediate requirements. A lower range of prices appears imminent, in consequence of the difficulty of obtaining credit, the high native interests and the continued draining from this port of money for home remittances. Exchange has risen to 2/6 3/16 and is likely to advance. Consols remain low, being quoted to-day £18½. Hongkong telegraphs 72½ for 3 days' paper.

Wharves.—Shanghai and Hongkong Wharf shares have changed hands at Tls. 215 and to-day are in request at Tls. 217½. Kowloon shares have advanced to \$89. Yangtze Godowns are in demand at Tls. 190 but sellers are asking Tls. 200.

Shipping.—All the week there have been low inquiries for Indo-Chinas and a few sales were made at Tls. 59 and Tls. 59½, but to-day the market hardened and shares were placed at Tls. 60 for this month's account. For December Tls. 61 has been done and a cheap lot to influence the market was let go by bears at Tls. 60 for January. Tug and Lighters changed ownership at Tls. 56, 55 for 'ord.' and Tls. 50 for 'pref.' shares.

Docks.—A further drop in Farnham Boyds has been experienced. In the early portion of the week shares were sold at Tls. 131½, 134, 133½, Tls. 132½, Tls. 134, 133 for October, but to-day rates were lowered to Tls. 130. Cash sales have been made at Tls. 133½, Tls. 132, Tls. 130 and Tls. 127½. November at Tls. 135, 149. December sales are reported at Tls. 136½, Tls. 136, 135½, 135, 135, 134 and to-day at Tls. 130. Shares are to be had at cheaper rates. For January Tls. 135½, Tls. 135, Tls. 134, 133 and Tls. 130 are quoted. March shares have been bought at Tls. 135, Tls. 133 and Tls. 133.

BEET SUGAR.

In his monthly circular issued in London last month, Herr F. O. Licht, of Magdeburg, states that the production of beet sugar in Europe to the end of August shows a decrease of 1,207,000 tons, as compared with the previous season; and he estimates that the campaign will show a decrease of 1,254,000 tons.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer, 110 7/16
Bank Bills, on demand, 110 1/8
Credits, 4 months' sight, 110 1/8
D'ments 4 months' sight, 111 1/11
ON BERLIN, (demand) M. 194
ON PARIS, Bank Bills, on demand, 2 35
Credits, 4 months' sight, 2 39
ON NEW YORK, Bank Bills, on demand, 451
Credits, 30 days' sight, 461
ON BOMBAY, Telegraphic Transfer, 140
On demand, 140 1/4
ON SHANGHAI, Telegraphic Transfer, 71 1/2
Private 30 days' sight, 71 1/2
ON YOKOHAMA, T.T. 90 1/2
Sovereigns, Bank's Buying Rate, 91 1/2
Gold Loan 100 pound, 91 1/2
Silver 100 pound, 91 1/2
Per 100, 91 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	@ 890/910
"LAST YEAR	@ 960/1,000
"OLDEST	@ 1,050/1,080
PATNA NEW	@ 1,100
BENARES NEW	@ 1,100
PERSIAN (PAPER)	@ 760/850

Today's Advertisements.



It is hereby notified that, in connection with the laying of the ELECTRIC TRAMWAY past the East End of the City Hall, on and after WEDNESDAY, the 21st instant, that Portion of JACKSON ROAD between QUEEN'S ROAD and DES VUEX ROAD will be CLOSED to WHEELED TRAFFIC until further Notice.

W. CHATHAM,
Director of Public Works,
Public Works Office,
Hongkong, 17th October, 1903. [12646]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS OF the above Club will be held in the CITY HALL, on SATURDAY, 31st OCTOBER, instant, at 12 o'clock NOON.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th October, 1903. [12656]

WANTED.

AN EXPERT TYPEWRITER, Remington and Hammond Machine used. Good Salary given to a well qualified Assistant. Apply by Letter to—

"MEMO,"
C/o Messrs. KELLY & WALSH, LTD.,
Hongkong, 17th October, 1903. [12666]

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE H.A.L. Steamship
"SEGOVIA"
Captain Forck, will be despatched for the above Ports, on WEDNESDAY, the 21st instant, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 12th October, 1903. [11466]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.
THE Steamship

"GLEN" ENVOY,
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 17th October, 1903. [12636]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
H. R. H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road, Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PRIAM"	On 17th October.		
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 18th October.		
GLASGOW and LIVERPOOL	"ANTENOR"	On 20th October.		
GLASGOW and LIVERPOOL	"DANFA"	On 31st October.		
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.		
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.		
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.		
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.		
S.S. "ANTENOR" left Singapore on the 15th inst. and is expected to arrive here on the 20th inst.				

HOMEWARDS.

HOMEWARDS.		FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"PAK LING"	On 27th October.		
LONDON & ANTWERP	"TANTALUS"	On 10th November.		
MARSEILLES & LIVERPOOL	"NINGCHOW"	On 15th November.		
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.		
MARSEILLES, L'DON & A'WERP.	"ANTENOR"	On 8th December.		
LIVERPOOL	"ACHILLES"	On 15th December.		
MARSEILLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.		
MARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 29th January.		
S.S. "NINGCHOW" left Victoria, B.C., on the 10th inst. for this port via Japan.				
* Taking Cargo for Liverpool at London Rates.				

TRANS-PACIFIC SERVICE.

TRANS-PACIFIC SERVICE.		FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"DANFA"	On 2nd November.		
	"PELEUS"	On 2nd December.		
For Freight, apply to				

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th October, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR		STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"WHAMPOA"	20th October.	
MANILA	"SUNGKANG"	21st "	
WEL-HAI-WEI, CHEFOO and TIENTSIN.	"NANSHAN"	24th "	
MANILA	"TAIYUAN"	26th "	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	26th "	
KOBE	"TSINAN"	27th "	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th October, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 17th October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14 "
"INDRAVELLI"	4,899	R. P. Craven	—

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	K. Akashi	SUNDAY, 18th Oct.
FOR FOCHOW	"ANPING MARU"	J. Goto	MONDAY, 19th Oct.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 23rd Oct.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	—

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.
For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 16th October, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommodation
for First Class Passengers. Ship lighted
throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.
No. 8, Queen's Road West.
Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M. from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 7th September, 1903.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports on TUESDAY, the 20th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

HONGKONG, 13th October, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	TUESDAY, 20th October, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 24th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 15th October, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NORDKYN,"

Captain A. Beer, will be despatched as above
on THURSDAY, the 22nd instant, at 4 P.M.

To be followed by the Steamship

"HERMISTON,"

Captain W. T. Bain, on or about WEDNES-
DAY, the 18th November.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"KURDISTAN" 29th Oct.

"RICHMOND CASTLE" 10th Nov.

"ORONO" 19th Nov.

"LOWTHER CASTLE" 12th Dec.

"SIKH" 22nd Dec.

For Freight and further information, apply
to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th October, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the
above Ports, on TUESDAY, the 20th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS, LAURIE & CO.,
General Managers.

Hongkong, 16th October, 1903.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR RANGOON.

THE Company's Steamship

"AVOCA,"

Captain W. A. Fausset, will be despatched as
above on TUESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 13th October, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Call at SINGAPORE, PENANG, CAL-
CUTTA, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through Rates to the BRAZIL,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND,"

Captain Matcovich, will be despatched as above
on WEDNESDAY, the 21st October.

For Information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 12nd September, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above
on THURSDAY, the 22nd instant, at 4 P.M.

For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th October, 1903.

FOR SINGAPORE AND CALCUTTA.

THE N.D.L. Steamship

"FREIBURG,"

Captain Frisch, will be despatched for the
above Ports on FRIDAY, the 23rd instant,
at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th October, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

STEAMSHIP.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

Ernest Bent

3,869

TUESDAY, 20th October, at 11 A.M.

ROSETTA MARU

H. S. Smith

3,876

SATURDAY, 24th October, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 15th October, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"NORDKYN,"

Consignees.

NOTICE TO CONSIGNEES.

THE P&O. S.N. Co's Steamship

"BANGALOR,"

Consignees of Cargo by the above-
named vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From Malabar Coast, ex S.S. N. and
B. P. S. N. Co's Steamers.

From Malabar Coast, ex S.S. N. and
B. P. S. N. Co's Steamers.

Goods not cleared by the 18th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamers' arrival here, after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 12th October, 1903.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Hongkong and Kowloon
Wharf and Godown Company's Godowns,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 20th instant will be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 30th
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th October, 1903.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"

FROM GLASGOW, LIVERPOOL
AND ANTWERP.

The above Steamer, having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 14th October, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA
LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

of the NORDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 21st instant,
at 3.30 A.M.

Shipping.

Arrivals.

Sungkiang, Br. s.s. 1,021, Outerbridge, 17th Oct., Manila 14th Oct., Gen.—B. & S.	Segovia, Singapore, H. A. L., Oct. 18	Ernest Simons, Shanghai, M. M., Oct. 19	Yarra, Singapore, H. A. L., Oct. 19
Glenroy, Br. s.s. 1,145, Selby, 17th Oct., Singapore 11th Oct., Gen.—McG. Bros. & Co.	Ernest Simons, Shanghai, M. M., Oct. 19	Hongkong M., Shanghai, T. K. K., Oct. 19	Zafiro, Manila, T. K. K., Oct. 19
Chunyang, Br. s.s. 1,418, Cox, 16th Oct., Legal (Java) 5th Oct., Sugar, J. M. & Co.	Indrapur, Singapore, J. M. & Co., Oct. 20	Kumyung, Singapore, J. M. & Co., Oct. 20	F. Ferdinand, Singapore, S. W. & Co., Oct. 20
Hatching, Br. s.s. 1,267, Passmore, 17th Oct., Fochow 13th Oct., Gen.—D. L. & Co.	Antenor, Singapore, B. & S., Oct. 20	Iyo Maru, Singapore, N. Y. K., Oct. 20	Chingwo, Japan, C. P. R. Co., Oct. 21
Swatow 16th, Gen.—D. L. & Co.	Athenian, Japan, C. P. R. Co., Oct. 21	Emp. of India, Vancouver, C. P. R. Co., Oct. 21	Indrapura, Portland, P. & A. Co., Nov. 5
Kwongsang, Br. s.s. 1,427, Lake, 17th Oct., Singapore 11th Oct., Gen.—J. M. & Co.	Shipping Reports.		
Kwangtsh, Ch. s.s. 1,546, Lunt, 17th Oct., Shanghai 14th Oct., Gen.—C. M. S. N. Co.	Str. <i>Devawongse</i> from Bangkok.—Strong N.E. monsoon, fine clear weather.		
Devawongse, Ger. s.s. 1,057, Kumpel, 17th Oct., Bangkok 15th Oct., Rice and Wood.—B. & S.	Str. <i>Glenroy</i> from Singapore.—Moderate fair weather throughout the voyage.		
Hupeli, Br. s.s. 1,205, Mathias, 17th Oct., Manila via Cebu and Iloilo 13th Oct., Gen.—B. & S.	Str. <i>Hatching</i> from Fochow.—Moderate to light N.E. winds, and fine weather.		
Lowther Castle, Br. s.s. 2,961, Watson, 17th Oct., Manila 14th Oct., Gen.—D. & Co., Ltd.	Str. <i>Kwangtsh</i> from Shanghai.—Had light air from N.W. to N.E., with fine clear weather, smooth sea.		
Babelsberg, Ger. s.s. 1,370, Ahrens, 17th Oct., Singapore 9th Oct., Gen.—E. A. T. Co.	Str. <i>Sungkiang</i> from Manila.—Light and variable winds, and smoo the sea going S., fresh N.E. monsoon, and heavy N.W. swell coming N.		

Clearances at the Harbour Office.

Gaea, for Hongkong.

Madeline Rickmers, for Bangkok.

San Chong, for Canton.

Elizabeth Rickmers, for Swatow.

Tatshun, for Shanghai.

Chunyang, for Wuchow.

Chunyang, for Kwong-chow-wan.

Sikh, for Shanghai.

Kulgan, for Shanghai.

Shantung, for Amoy.

Lowther Castle, for Shanghai.

Wo Ping, for Wuchow.

Tyr, for Hongkong.

Anping Maru, for Swatow.

Maddau Maru, for Amoy.

Pak Kong, for Macao.

Wingchai, for Macao.

Sabine Rickmers, for Canton.

Kwangtsh, for Canton.

Hatching, for Swatow.

Babelsberg, for Amoy.

Onseng, for Singapore.

Departures.

Oct. 17.	
Rubi, for Manila.	
Marbury, for Shanghai.	
Dajin Maru, for Swatow.	
Tuanshan Maru, for Moji.	
Trios, for Saigon.	
Hilfich Maru, for Singapore.	
Glenfalloch, for Amoy.	
Thea, for Chetoo.	
Lymoon, for Canton.	
Maragon, for Bombay.	
Onseng, for Samarang.	
Hatching, for Swatow.	
Kulgan, for Shanghai.	
Shantung, for Souabaya.	
Tatshun, for Shanghai.	
Madeline Rickmers, for Bangkok.	
Elizabeth Rickmers, for Swatow.	
Hatching, for Swatow.	
Kwangtsh, for Canton.	
Whampoa, for Canton.	

Passengers arrived.

Per <i>Glenroy</i> , from Singapore—146 Chinese.	
Per <i>Hupeli</i> , from Iloilo—Mr. Rockford, and 19 Chinese.	
Per <i>Kwangtsh</i> , from Shanghai—Messrs. Steinmeyer, Jansen, Ancon, and 108 Chinese.	
Per <i>Hatching</i> , from Coast Ports—Judge F. S. O. Bourne, Mr. W. A. C. Platt, and 144 Chinese.	
Per <i>Sungkiang</i> , from Manila—Messrs. Sin King, G. Duval, C. Santos, W. Schuber, Bac-Lam, A. Fino, J. E. Luer, E. Harford, J. Obalin, P. Simpson, W. McIntyre, W. Brander, W. Wallace, R. Hutchinson, F. Miller, J. Kraft, F. Noli, C. Sobel, P. Hendry, F. Gordon, Miss McNaughten, Miss Walter, Mr. and Mrs. W. N. Shyles, Mr. and Mrs. C. H. Gould, and 10 Chinese.	
Per <i>Babelsberg</i> , from Singapore—610 Chinese.	

Passengers departed.

Per <i>Hilich Maru</i> , for Singapore—Messrs. A. Wilson, G. E. Jewett, S. Kato, Frederick, Mrs. Yamada, Misses Oyoshi and Ochiyo. For Penang—Messrs. H. Hawland and E. Tanaka.	
Per <i>Colombo</i> —Mr. T. Tachibana. For Port Said—Mr. and Mrs. Crowe and baby, and Mrs. Y. Matsumoto. For Marseilles—Messrs. Y. Yamakawa, A. J. da Souza, T. Iori, Paul Bure, and Mr. and Mrs. Stevens. For London—Messrs. G. J. Nutter, H. C. White, D. W. Ritchie, J. Wilson, G. Invis, S. Saito and Geo. W. Reed, Dr. and Mrs. Cliff, Misses Nevill, Hudson and Biss.	
Per <i>Rubi</i> , for Manila—Messrs. M. P. Delgado, E. A. Robbins, A. B. Powell, W. E. Pullian, W. D. Card, E. Riva, Leoncio Mariano, Lieut. King, H. Tanaka, Richard Parades, Jose Verches, F. Robles, C. V. Sang, Mrs. Pullian, Master Page Pullian, Miss Phyllis Pullian, Mrs. W. D. Card, Mrs. Clementine Riva, Misses Adella Riva, Vicentia Riva, A. See, Maria Mutti, Eugenio Takayama, Lieut. and Mrs. E. W. Taylor, Mr. L. J. Lee, Master C. Lee, Mr. C. Sole, Mrs. Luico, Mr. and Mrs. Holden Smith, Master L. Holden Smith, Messrs. L. D. Puckley, M. P. Carlson, Mrs. J. Weir, Master Weir, Master Rafael Ripoll, Messrs. S. M. Johnson, L. Hoyle, R. Soriano, F. W. Burdett, C. S. Coe, B. H. Macke, C. Y. Sang, C. B. Long, A. Joke, C. L. Hang, Antonio S. Pocos, Mrs. O. Le Malce, Y. Coy, P. S. Fiac, C. Lamb, A. Chambers, C. Tourt and T. Chippis.	

Tramways Expected.

Vessel	From	Agents	Date
Segovia	Singapore	H. A. L.	Oct. 18
Yarra	Singapore	H. A. L.	Oct. 19
Ernest Simons	Shanghai	M. M.	Oct. 19
Hongkong M.	Shanghai	T. K. K.	Oct. 19
Zafiro	Manila	T. K. K.	Oct. 19
Indrapur	Singapore	J. M. & Co.	Oct. 20
Kumyung	Singapore	J. M. & Co.	Oct. 20
F. Ferdinand	Singapore	S. W. & Co.	Oct. 20
Antenor	Singapore	B. & S.	Oct. 20
Iyo Maru	Singapore	N. Y. K.	Oct. 20
Chingwo	Japan	C. P. R. Co.	Oct. 21
Athenian	Japan	C. P. R. Co.	Oct. 21
Emp. of India	Vancouver	C. P. R. Co.	Oct. 21
Indrapura	Portland	P. & A. Co.	Nov. 5

Shipping Reports.

Str. *Devawongse* from Bangkok.—Strong N.E. monsoon, fine clear weather.

Str. *Glenroy* from Singapore.—Moderate fair weather throughout the voyage.

Str. *Hatching* from Fochow.—Moderate to light N.E. winds, and fine weather.

Str. *Kwangtsh* from Shanghai.—Had light air from N.W. to N.E., with fine clear weather, smooth sea.

Str. *Sungkiang* from Manila.—Light and variable winds, and smoo the sea going S., fresh N.E. monsoon, and heavy N.W. swell coming N.

Ships Passed The Canal.

Outward—1st September—*Glenloch*, *Hermann*, *Leche*, 5th September—*Hermiston*, *Sophie Rickmers*, *Kaisow*, 13th September—*Lydia*, *Hennrich*, 16th September—*Heathford*, *Kennedy*, 18th September—*Albenga*, *Sikh*, *Polyphemus*, *Priami*, 23rd September—*Antenor*, *Kawachi Maru*, *Sirashburg*, 3rd October—*Hyson*, 6th October—*Formosa*, *Aus Maru*, *Alasia*, *Fuinshira*, *Arabia*, *Hector*, *Longship*, *Hamburg*, *Ounfo*, *Keenan*, 10th October—*Bingo Maru*, *Ulysses*, *Bennahr*, 13th October—*Candia*, *Glenfarg*, *Drissen*.

Homeward—30th September—*Suevia*, *Indrapur*, *Bodenin*, 3rd October—*Stiglund*, 10th October—*Sydney*, 15th October—*Adogul*, *Bayern*.

Arrivals at Home—1st September—*Benlomon*, *Princess Marie*, *Tamba Maru*, 5th September—*Arara*, *Tiberghien*, *Manchuria*, 8th September—*Prinz Heinrich*, *Glenloch*, 12th September—*Glenfarg*, *Ceylon*, *Prometheus*, *Nurnberg*, 16th September—*Stentor*, 18th September—*Triste*, *Sanku Maru*, 23rd September—*Macduff*, 25th September—*Japan*, *Huruburu*, *Caledonia*, 30th September—*Lydia*, *Hakata Maru*, *Sachsen*, *Orestis*, 10th October—*Baden*, *Denary*, *Benedict*, *Salasie*, *Klauscho*, 12th October—*Palawan*, 13th October—*Nestor*.

Hongkong & Whampoa Dock Returns.

U. S. A. T. Seward, at Kowloon Dock.

Mathilde, " " " "

Rohilla Maru, " " " "

Kinsban, " " " "

Maiduru Maru, " " " "

Talce, " " " "

Pembrokehire, " " " "

Lillebonne, " " " "

Teucer, " " " "

Tainan, " " " "

Ulabrand, " " " "

Post Office.

A Mail will close for—

Canton—Per *Powun*, 18th inst., 9 A.M.

Namtau—Per *Tatshun*, 18th inst., 9 A.M.

Sanbue—Per *Hoi Fu*, 18th inst., 9 A.M.

Macao—Per *Wingchai*, 18th inst., 9 A.M.

Anping—Per *Maiduru Maru*, 18th inst., 9 A.M.

Canton—Per *Honam*, 19th inst., 7.30 A.M.

Swatow, Amoy and Fochow—Per *Anping Maru*, 19th inst., 11 A.M.

Macao—Per *Heungshan*, 19th inst., 1.15 P.M.

Kumchuk and Samshui—Per *Tungkong*, 19th inst., 3 P.M.

Yokohama and Kobe—Per *Nippon*, 19th inst., 3 P.M.

Namtau—Per *Tatshun*, 19th inst., 5 P.M.

Sanbue—Per *Hoi Fu*, 19th inst., 5 P.M.

Macao—Per *Wingchai*, 19th inst., 5 P.M.

Swatow, Amoy and Fochow—Per *Hatching*, 19th inst., 5 P.M.

Canton—Per *Fatshan*, 19th inst., 5 P.M.

Shanghai, Kobe and Yokohama—Per *Typanar*, 19th inst., 5 P.M.

Canton—Per *Hankow*, 20th inst., 7.30 A.M.

Manila—Per *Rohilla Maru*, 20th inst., 9 A.M.

Rangoon—Per *Avoca*, 20th inst., 10 A.M.

Europe, &c., India, via Tuticorin—Per *Ernest Simons*, 20th inst., 10.45 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Glenloch*, 20th inst., 10.45 A.M.

Macao—Per *Heungshan*, 20th inst., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Lightning*, 20th inst., 2 P.M.

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per *Riojun Maru*, 20th inst., 3 P.M.

Nippon and Shanghai—Per *Whan-poa*, 20th inst., 4 P.M.

Canton—Per *Powun*, 20th inst., 5 P.M.

Namtau—Per *Tatshun*, 20th inst., 5 P.M.

Sanbue—Per *Hoi Fu*, 20th inst., 5 P.M.

Macao—Per *Wingchai*, 20th inst., 5 P.M.

Canton—Per *Honam*, 21st inst., 7.30 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, 21st inst., 10 A.M.

Yokohama, Kobe and Taitau—Per *Segovia*, 21st inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 21st inst., 11 A.M.

Macao—Per *Heungshan*, 21st inst., 1.15 P.M.

Manila—Per *Sungkiang*, 21st inst., 4 P.M.

Kumchuk and Samshui—Per *Tungkong*, 21st inst., 3 P.M.

Moji, Kobe, Yokohama, Victoria, (B.C.) and Portland, Or.—Per *Indrapur*, 21st inst., 3 P.M.

Canton—Per *Fatshan*, 21st inst., 5 P.M.

Macao—Per *Heungshan*, 21st inst., 1.15 P.M.

Amoy and Manila—Per *Yuenang*, 22nd inst., 3 P.M.

Macao—Per *Heungshan*, 23rd inst., 1.15 P.M.

Kumchuk and Samshui—Per *Tungkong*, 23rd inst., 3 P.M.

Singapore and Calcutta—Per *Freiburg*, 23rd inst., 4 P.M.

Manila—Per *Zafiro*, 24th inst., 9 A.M.

Macao—Per *Heungshan*, 24th inst., 1.15 P.M.

Manila—Per *Sungkiang*, 24th inst., 4 P.M.

Wei-hai-wei, Chetoo and Tientsin—Per *Nanchang*, 24th inst., 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 25th inst., 3 P.M.

Kobe—Per *Tatshun*, 25th inst., 3 P.M.

Burnee, &c., India, via Tuticorin—Per *Roon*, 25th inst., 11 A.M.

THE WEATHER.

The following report is from Mr. F. C. Figg, Acting Director of the Hongkong Observatory:—

On the 17th at 11.55 a.m. the barometer has risen over N. China; fallen around the Sea of Japan, over S. China and Luzon.

The depression, lying over N. China yesterday, is moving Eastwards and approaching the neighbourhood of Wladivostok.

Pressure appears to be low, also, over the Pacific to the E. of Luzon.

The monsoon will probably freshen again in the Formosa Channel during the next 24 hours.

Moderate N.E. winds over the N. part of the China Sea.

Forecast:—light to moderate N.E. winds; fair.

Barometer, on date at 4 p.m. 29.99

Temperature, 79

Humidity, 72

Rainfall, 74

CHINA COAST METEOROLOGICAL REGISTER.

October 17th, 1903, a.m.

Bar. Th. Hu. Wind W.

Vladivostok	7 a.m.	29.58	57	99	SE	5	0
Nemuro	7 a.m.	30.04	—	—	S	6	—
Hakodate	7 a.m.	29.97	—	—	S	0	—
Tokio	7 a.m.	29.98	—	—	NW	2	—
Kobe	7 a.m.	29.99	—	—	E	4	—
Nagasaki	7 a.m.	29.95	—	—	E	0	—
Kagoshima	7 a.m.	29.94	—	—	E	2	—
Oshima	7 a.m.	29.95	—	—	S	2	—
Naha	7 a.m.	29.89	—	—	N	0	—
Ishigakijima	7 a.m.	29.89	—	—	N	0	—
Taihouku	5 a.m.	29.93	—	—	—	—	—
Taichu	5 a.m.	29.88	—	—	—	—	—
Tainan	5 a.m.	29.86	—	—	—	—	—
Koshun	5 a.m.	29.87	—	—	N	4	—
Pescadores	5 a.m.	29.88	—	—	NE	4	—
Wutshaiwei	9 a.m.	30.02	54	—	NW	5	—
Gutshai	9 a.m.	30.01	72	81	SW	1	—
Sharp Peak	9 a.m.	29.94	74	81	NNE	2	0
Amoy	6.30 a.m.	29.95	76	86	NNE	1	c
Swatow	9 a.m.	29.92	77	—	NE	2	0
Canton	9 a.m.	29.87	81	—	E	1	0
Hongkong	10 a.m.	29.93	80	—	E	2	0
Victoria Peak	9 a.m.	29.95	76	—	ESE	2	—
Gap Rock	9 a.m.	29.91	—	—	ENE	3	—
Macao	9 a.m.	29.90	81	—	E	2	c
Hai-phong	9 a.m.	29.84	84	77	W	1	0
Manila	9 a.m.	29.85	83	—	SSW	1	0
Batolod	9 a.m.	29.85	83	—	SW	1	0
Cebu	9 a.m.	29.93	82	—	SW	1	0
C. St. James	10 a.m.	—	—	—	—	—	—

VISITORS AT THE HOTELS.

THOMAS.	
Bassett, H. D.	Rose, J. V.
Brusse, J. V.	Roberts, B. K.
Condy, Mr. C. and children	Roberts, Capt. W.
Crego, Mr.	Rouge, E.
Hawley, K. F.	Smith, J. A. H.
Holmes, L. M.	Whitley, Mr.
Kennedy, G.	Young, L. C.
KOWLOON.	
Harrison, W. B.	Manington, G.
Kennedy, Mrs. A. F.	Schintzer, F. K.
Lento'd, E. H.	Shiba, C.
Lindbergh, Capt. C.	Walters, Mrs.

HONGKONG.	
Anderson, Mr.	Hughes, C. S.
Anton, A. S.	Icelly, Rev. J.
Arnold, J.	Jackman, H. T.
Barnefeld, Mr. & Mrs.	Jeff, D.
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